



# The AUSTRALIAN U.F.O. BULLETIN



**The Victorian U.F.O. Research Society**  
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## Australia U.F.O. Bulletin

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This is the official publication of the Victorian U.F.O. Research Society

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Australia

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## Society History

1957

1957

At this point perhaps it may be opportune to present a brief history of the Victorian U.F.O. Research Society.

The earliest U.F.O. group to form in Australia was the "Australian Flying Saucer Bureau" under the direction of Edgar Jarrold and Andrew Tomas, in the early 1950s. At the same time, Fred Stone inaugurated the "Australian Flying Saucer Research Society" in Adelaide. After approximately two years the Bureau closed down and was regarded as a branch of the "Australian Flying Saucer Research Society" under Andrew Tomas. This shortly broke from Adelaide and became the "Australian U.F.O. Investigation Centre" with Dr. Clifford at its head until 1958, when the Presidency passed to Dr. Lindtner.

The "Australian Flying Saucer Research Society (Victorian Branch)" was formed on the 17th February, 1957 as a branch of the "Australian Flying Saucer Research Society" and later that year was re-organised as the "Victorian Flying Saucer Research Society" with Mr. Peter E. Norris L.L.B. as President. In 1968 the name was again altered — this time to the "Victorian U.F.O. Research Society".

During this time, the Society has published various papers and is probably best known for its publication Australian Flying Saucer Review, curtailed in 1972 due to high costs and subsequently superseded by the Australian U.F.O. Bulletin and at one stage sponsored and produced a quarter-hour program on a Melbourne radio station under the heading of "The Truth Behind Flying Saucers".

The Society had held a dispassionate attitude on U.F.O.s, claiming it is a scientific problem deserving closer attention. It has also met regularly in General Meetings and maintains the largest U.F.O. library in the Southern Hemisphere, making books available by post, to members throughout the Commonwealth.

Membership of this Society — which maintains the largest membership of any U.F.O. organisation in the Southern Hemisphere — is open to all who are genuinely interested in the subject.

### WELCOME:

The Society welcomes reports of unusual Aerial Phenomena and evaluates each report on its own merits and if requested, reports will be held in the strictest confidence. The Society exchanges information with many similar Australian and overseas organisations, as well as scientists, and disseminates to the public, available information on the subject, which includes local, interstate and the latest overseas developments in its quarterly publication "Australian U.F.O. Bulletin," posted to all members. Address all communications to:

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### CONTENTS

#### PAGE.

- 1 Editorial
- 2 Top US Scientist admit crashed UFO's
- 3 Editorial Cont...
- 4 Pentagon retaliates against Army employees pursuit of crashed saucer record's.
- 7 UFO sighting spar seminar
- 7 1 out of 8 has seen a UFO
- 8 NEWS
- 9 In search of UFO- any clues.
- 9 VUFORS MEETINGS CALENDER
- 10 Flight 19: 40 years on the mystery remains.
- 11 FOREIGN NEWS
- 12 JOHN.F.SCHUESSLER M.S. MUFON:  
Radiation sickness caused by UFO's.

.....

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#### MEMBERSHIP



### EDITORIAL

Isn't it strange that the global UFO events in our time, historically speaking, have happened right under our noses and we have not been able, or have failed to grasp them or comprehend them in their entirety; or even record them for posterity with any known degree of accuracy.

Isn't that a strange thing? Some of us are not above criticising historians who failed to get it right sometimes fifty or hundred years after the event, but we are failing to do so even within the short span of our own lifetime.

Instead of a definitive record of events so far, one has to make do with a cursory glance around the field to glean that one can from the various UFO history-shapers still at work, walking up and down with their sandwich boards - scientists and officials displaying their policies of negativism, the earlier researchers, those hard-core nuts-and-bolters parading their interplanetary convictions, the loose majority waving their placards of many opinions, and those present day researchers whose theories so closely resemble the earlier "psychic pests" in this field, today differing from them only in the way they present their ideas in scientific papers.

Of course, no complete record can be made before all the facts are in the basket; one cannot form even an intelligent opinion about anything without facts.

Since most of us (even reluctantly) will agree that the officials are holding back some facts, and all should agree that the instigators themselves are not willing to put all their facts on the table, then so long as this situation lasts, we will have to put up with the old sandwich boards.

(But for the life of me, I can't see why we should still be putting up with the sandwich boards paraded by the psychic-cum-paranormal and hypnotic followers in UFO research, no matter what their academic qualifications may be. After all, if several psychics or percipients or escapists fantasise about Ford motor cars, should it make the subject of motor cars psychic in nature? Of course not. The fact that the more such cases are publicised, the more they are in turn reported by psychics or those under hypnosis, proves that psychic ideas are ten times more contagious than measles- a fact observed since the early fifties; which, incidentally, cannot be said for physical face-to-face contact claims.)

One all the facts are tabled, most of our sandwich boards will become outmoded and disappear. But untill that day arrives, the least we can do is to theorise intelligently; and for the good of the subject, not ourselves.

(But of course the psychic fringe will still be there, even when the rest of us have found the facts and recognised them. I suppose because psychicism for some is a mistake substitute for that mysterious part of all of us that will always remain no matter how much we learn about ourselves and our environment.)

Einstein said that "The aim of all science is to cover the greatest number of empirical facts... by the smallest number of hypotheses or deductions."

That is one way to theorise intelligently and when applied to the UFO scene, does a lot for simplicity and commonsense.





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## TOP U.S. SCIENTIST ADMITS CRASHED UFOs

Gordon Creighton

IN his UFO UPDATE Section of OMNI Magazine (Vol. 7, No. 11, (August 1985) Jerome Clark reports that one of the USA's top scientists, Dr. Robert Sarbacher, "whose entry in *Who's Who* consists of more than three inches of tiny print, including education at Princeton and Harvard and a stint as Dean of the Graduate School of the Georgia Institute of Technology", and who at present is Head of the Washington Institute of Technology, has recently admitted in an interview that he knows about the crashed craft held by the U.S. Government, and has confirmed that it was he who, in his Washington office, on September 15, 1950, (when he was serving, as one of the Government's "dollar-a-year-men", as a Science Consultant to the U.S. Defence Department's Joint Research and Development Board) received a visit from the Canadian electrical engineer Wilbert B. Smith,<sup>1</sup> and told him all about the crashed UFOs then being held by the U.S. Government and being investigated by its leading scientist, Dr. Vannevar Bush, and others.

Dr. Sarbacher has revealed that, during those years in the Government Service just after World War II, he learned that the crashed vehicles "were composed of an extremely light and very tough material,<sup>2</sup> apparently intended to withstand tremendous acceleration and deceleration".

At one point, says Dr. Sarbacher, he was invited to attend a meeting at Wright Patterson Air Force Base, at Dayton, Ohio, where officials reported on their findings to scientists connected with the Defence Department's Joint Research and Development Board. Sarbacher had other commitments at the time, and says he therefore did not attend that particular meeting, but he says that those who did attend it, including Dr. Vannevar Bush and the noted mathematician John von Neumann, were told that the vehicles "appeared to be spaceships from another solar system."

Jerome Clark goes on to say: "Writer William Moore, who has been chasing Government UFO secrets for years, considers Sarbacher's testimony significant. 'It's the first time', says Moore, 'that someone with a reputation has come forward to state publicly that the Pentagon has a recovered UFO. This isn't proof, of course, but it fits in with information that we have from other sources.'"

As we all know now, thanks to the investigative work of Leonard Stringfield and William Moore and others, it is precisely at Wright-Patterson Air Force Base that most of the crashed craft and small corpses held by the Americans are allegedly being kept.<sup>3</sup>

### NOTES AND REFERENCES

(1) For a full photostatic copy of Wilbert Smith's report of November 21, 1950, to his superiors regarding his talks in Washington with the Americans about their crashed UFOs, see FSR 30/1, published last year (pages 10 and 11).

(2) For descriptions of the amazing strength and toughness of the material of which these machines were constructed, see chapter 12 of Frank Scully's classic work, *BEHIND THE FLYING SAUCERS* (1950: British editions in 1950 and 1955), and chapter 4 of *THE ROSWELL INCIDENT*, by Charles Berlitz and William Moore (1980 — British edition by Granada Publishing, also 1980). It is of course still fashionable to laugh off Scully's book and dismiss it as a ridiculous hoax. Which only goes to show how effective the official campaign of debunking and brainwashing has been, because in 1953 Captain Edward Ruppelt (who had just retired from his post as Head of U.S. Air Force Project *Blue Book* and subsequently wrote *The Report On Unidentified Flying Objects*, 1956) made an astonishing admission when talking to Scully. It was late in 1953, as Mrs Scully has testified, when Ruppelt said to her husband:—

"confidentially — of all the books that have been published about flying saucers, your book was the one that gave us the most headaches because it was the closest to the truth".

(N.B. Captain Ruppelt, as will be recalled, was later forced by the U.S. authorities to issue a fresh edition of his own book, with several chapters re-written, and the whole tenor of the original deleted.)

(3) For those who seek a handy list of all the important material published so far on crashed craft and dead occupants, the following items will be found to just about cover the whole story so far as it is known to us up until now:—

I. Frank Scully: *Behind The Flying Saucers* (1950). U.S. edition. British editions by Gollancz in 1950 and again in 1955.)

II. "UFO Crash in Britain?" In FSR Vol. 1, No. 3 (July/Aug. 1955, p.6). U.S. syndicated columnist Dorothy Kilgallen reported from London (*Los Angeles Examiner* and many other papers) on May 22, 1955 that "a British official of Cabinet rank who prefers to remain unidentified" had just informed her that a crashed UFO had been found in Britain, and that investigation of the wreckage indicated that it had been crewed by "small men, probably under four feet tall". She said that the British Government was withholding any official report on the matter "because it does not wish to frighten the public". (Our assumption at the time, and in later years, was that the official in question may very likely have been Lord Mountbatten. I wrote to Dorothy Kilgallen at once, seeking further information, but never got a reply from her, and she died a few years later. We may take it as certain that she had been effectively silenced — G.C.)



III. Creighton: "Croat Paper Explains Saucers". Ibid. (p.29). This early and important article, which I translated from Croatian, was about the prototype "flying saucers" built by the Nazis during World War II at factories near Prague and near Breslau to the designs of Miethe, Habermol, and Schreiber. Also about another alleged Nazi prototype, a "flying cigar", said to have crashed in Spitzbergen on a test flight and to have later been recovered from there and removed by a Canadian warship, to be re-assembled in Canada by some of the Germans who originally had built it. The reason for including this machine in the present list is that in 1955, in Oslo, the Norwegian military authorities are understood to have held an enquiry, at which meeting the Chairman, General Gerrod Darnby, allegedly reported that the matter was of immense importance, "because the General Staff were emphatic in their belief that it had not been built anywhere on Earth." (The shipping of the craft to Canada seemed reasonable because, as the Croatian report concluded, "a Canadian firm was in 1955 building a new type of wingless aircraft designed by Mr John Frost and known as "the Flying Beetle.")"

IV. "Landed Disc Entered in Argentina". Detailed report of Italian engineer's discovery of a crashed disc on the Argentine pampa near Bahía Blanca in 1950, with three small dead occupants about 4 ft. high. In FSR Vol. 1, No. 4 (Sept./Oct. 1955).

V. Creighton: "Close Encounters of an Unthinkable and Inadmissible Kind." In FSR 25/4 (July/August 1979).

VI. Leonard H. Stringfield: "Retrievals of the Third Kind". (Paper given at MUFON Symposium, July 29, 1978. Reprinted in full in FSR 25/4, 25/5, 25/6 (1979).

VII. Creighton: "Further Evidence of 'Retrievals': Details of Cover-Up revealed following Lawsuit against the CIA. In FSR 26/1 (1980).

VIII. Charles Berlitz and William Moore: *The Roswell Incident* (1980. British Edition by Granada Publishing, 1980).

IX. Creighton: *Continuing Evidence of Retrievals of the Third Kind*. In FSR 28/1 (1982).

X. Stringfield: *The UFO Crash/Retrieval Syndrome: Status Report II: New Sources, New Data* (1980). Reprinted in full in FSR 28/2, (1982), 28/3, 28/4, 28/5 (1983).

XI. Creighton: *Postscript to the Reported Argentinian Crash-Landing of 1950*. In FSR 28/6 (1983).

XII. Dr James A. Harder, PhD. *A Smoking Gun at the National Security Agency (NSA). The Ins and Outs of UFOs and Secrecy since 1940*. Both in FSR 29/6 (1984).

XIII. Creighton: *More Tell-Tale Photostats*. In FSR 30/1 (1984). (Includes photostat of complete text of Wilbert Smith's top-secret letter of November 21, 1950, to Canada's Controller of Communications, giving details of what he had just learned in Washington about the crashed craft held by the U.S. Government — details which, as the Americans had told Smith, they considered "the most highly classified subject in the United States, rating higher even than the H-Bomb".)

XIV. Stringfield: *UFO Crash/Retrievals: Amassing The Evidence: Status Report III* (June 1982). Abundant further proof. (Full text to be published shortly in FSR. In the meantime, readers should also note that, if they need copies now, these can be obtained from Mr Leonard Stringfield direct, at his home address: 4412 Grove Avenue, Cincinnati, Ohio 45227, USA. The price is US\$10.00, plus about \$5.00 for airmail.)

#### Postscript

In a letter dated August 21, 1985, Mr Stringfield has now informed me that, at the annual MUFON Symposium in St. Louis, Mo., on June 29 of this year, he presented yet a further important paper, namely his *Status Report IV: The Fatal Encounter at Fort Dix — McGuire: A Case Study*. The printed text of this is available in the MUFON PROCEEDINGS, 1985, from the MUFON Offices, 103 Oldtowne Road, Seguin, Texas, 78155, price US\$10.00 (postage extra). We have not yet applied for permission to reproduce this *Status Report IV*, but hope to make such application in the future. Obviously however, owing to our very limited space, it would be a long time in any case before we could be able to print it. — G.C.

#### EDITORIAL CONT.....

Reading Einstein's quote, we realise the inconsequentialness of too many present day theories. After all, how many UFO facts can be explained by the Image Hypothesis or the Scrying Hypothesis? These are about as telling as the little known TLS (the emission of visible radiation due to frictional forces), the geological phenomenon is, as an explanation for UFO's.

The big hypotheses of consequence, capable of absorbing the greatest number of facts are of course the nuts and bolts extra-terrestrial one, including what they know and we don't about getting over or through great distances of space, and the other one is really only a theoretical alternative for the sake of giving one, an escape hatch for mental drop-outs the "Other Dimension" hypothesis; it could explain everything and mean nothing.

Eventually, the UFO history could be recorded. It could be about us and them, working and learning, making progress in our own time, in a physical (dare I say nuts and bolts?) universe.

By ROY RUSSELL  
UFO ENCOUNTER  
Issue March 1985 NO 108

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December 1985

CAUS Washington Report



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QUOTE OF THE QUARTER: "The Govern-  
 ment prevents its employees from  
 discussing UFO sightings except to  
 the 'proper' authorities." --  
 Journalist Mort Young, in his  
 1967 book UFO: Top Secret

### Pentagon Retaliates Against Army Employee's Pursuit of Crashed-Saucer Records . . .

. . . No, the above headline isn't quoted from USA Today, but it, or a variation thereof, might soon be gracing the pages of that and other newspapers.

Yes, after two years of fretting over how best to deal with UFOlogical gadfly Larry W. Bryant, his employer, the Office of the Army Chief of Public Affairs (where Bryant since January 1981 has been serving as Associate Editor of the Army News Service), finally has decided on the customary method: "the Fitzgerald treatment" (referring, of course, to renowned Air Force cost-overrun whistleblower A. Ernest Fitzgerald). The treatment goes like this:

Follow the letter of the employee's written performance standards (a set of employee-supervisor-agreed-upon factors showing the quality and quantity of work performance expected of the employee throughout the year-long supervisory rating period). Start seizing on any detectable weakness -- such as minor errors of omission/commission, documenting the circumstances. In that "building a case" process, start orally chipping away at the employee's sense of self-worth and professional competence; assign him an inordinate number of senseless or mundane projects, and subject his resulting work product to several hypercritical reviewers, who are preselected to deliver the planned verdict on the work's acceptability. Use this eventual supervisory record of out-of-context events, innuendo, unsubstantiated charges, and half-truths toward entering a formal rating of "unsatisfactory" at the end of the rating period. Continually hold this threat of imminent demotion or dismissal over the employee's head, lowering or raising it as the supervisor deems necessary. Use any evidence of the employee's predictable low morale to show he's no longer a team player, and hence is adversely affecting the overall productivity of his work section.

In time the hapless, "Fitzgeralded" victim of reprisal has a choice between two actions: flight or fight.

Bryant, after a near-flight back in July 1985, now has chosen to stand his ground and to fight this gross abuse of authority.

On Nov. 14, 1985, he filed a petition with the Special Counsel's office of the U. S. Merit Systems Protection Board in Washington, D.C. That Board, of course, has the charter and power to put a stop to Federal-agency reprisals against so-called whistleblowers.

Does Bryant consider himself a whistleblower? Well, indirectly, yes -- considering his recent efforts in placing advertisements in various military post/base newspapers to solicit the testimony of whistleblowers in the Cosmic Watergate -- such as the one below, published (after some urging) in the Fort Dix, N.J., Post on March 8, 1985:

Bryant's submission of that ad simply was too much for officialdom -- starting with Dix's Public Affairs Officer, Lt. Col. Norman K. Otis, who publishes the weekly Post, and who chose to track down Bryant's employer. (Note: thus far, the base newspaper at McGuire AFB, N.J., has refused to print a similar ad, aimed at the USAF readership.)

### **BLOW THE WHISTLE ON THE DIX - MCGUIRE UFO CONNECTION**

Where is he now? -- Army "Sgt. Anon." the military policeman who, back in 1978, pursued (and shot dead) a disembarked occupant of a nighttime UFO seen maneuvering near Fort Dix and McGuire AFB. Where are the autopsy report and other records of this incident? If you, or someone you know, can furnish us answers to those questions, contact us immediately so that we can use your evidence/testimony in compelling the Government's full accountability under the U.S. Freedom of Information Act.

Write: **CAUS** 3518 Martha Custis Dr.,  
 Alexandria, Va 22302.



By questioning, through Army command channels, whether Bryant was trying to use his official capacity to compel the ad's publication, Otis succeeded in inspiring the wrath of one Col. Douglas H. Rogers, who heads the OCPA Command Information Division at the Pentagon.

Rogers used the Otis insinuation as a lever of intimidation, suggesting to Bryant that it might be prudent to construct some name other than Larry W. Bryant in any further ad submissions.

Only slightly daunted by that confrontation, Bryant proceeded like a wounded bull toward this red flag now being waved before him. His next charge proved crippling. It was the following advertisement, sent on March 20, 1985, to the Fort Rucker, Ala., post newspaper, the Flier:

**\$1,000 OFFER FOR SPECIAL UFO EVIDENCE**

For use in the UFO-related-injury damage suit of Cash-Landrum Vs. United States, we're prepared to pay \$1,000 for your verifiable evidence/testimony leading to the identity and testimony of the organization(s) and aviators associated with the score or so tandem-rotor helicopters seen maneuvering around the huge, radiant UFO on the night of Dec. 29, 1980, near Dayton, Texas. Contact us immediately to help end the government coverup and stonewalling on its role in that incident. All evidence submitted will be evaluated by a forensic panel of UFO researchers, after which you'll be notified if you qualify for the \$1,000. Write: CAUS, 3518 Martha Custis Dr., Alexandria, VA 22302.

When the Flier's printer returned Bryant's prepayment check with no explanation, Bryant wrote a follow-up letter to Rucker's Public Affairs Officer, seeking an explanation for the ad's rejection. He waited for more than two months for a reply. Receiving none, he wrote a complaint letter to Rucker's Inspector General. That letter produced this response of June 18, 1985, from the Public Affairs Officer, Lt. Col. Lawrence R. Retta:

"I stopped the ad from being placed in the Flier because it implies legal action is ongoing. Your ad refers to the injury damage suit of Cash-Landrum Vs. United States. The post Staff Judge Advocate's Office agrees with my decision. If litigation has been completed I will allow the ad to be published."

It was about this time that one of Bryant's superiors -- Print Media Branch chief Maj. Mark A. Brzozowski -- called him in for a performance-counseling session. Out of that came the major's formal warning letter setting forth Bryant's alleged shortcomings and threatening to lead to an end-of-year performance rating of "unsatisfactory." (Bryant's previous three annual ratings were "exceptional." Throughout the current rating period, Bryant's immediate supervisor, ARNEWS chief Capt. Thomas G. Surface, has chosen to give Bryant high marks on the routine "Supervisory Rating Sheet" that accompanied a number of application forms for job vacancies of interest to Bryant.)

**WHAT PRICE DISSENT?**

"How," asks Bryant in his petition to the Merit Systems Protection Board, "can an exceptionally rated employee suddenly zoom to persona non grata in the space of several months? What terrible, unpardonable sin have I committed that would warrant such official wrath as I've continued to experience in ever-escalating increments? The answer: nothing, except my insistence on exercising my First Amendment rights."

Feeling that it was time to retreat to the brier patch, Bryant, in early July, met with Rogers to announce the decision to drop the ad campaign and to withdraw from participation in the planned CAUS FOIA lawsuit for compelling the public release of the government's crashed-saucer records.

For the next several months, there seemed to be in the office an atmosphere of mutual relief that Bryant finally was coming to his senses and returning to the UFOlogical closet. Brzozowski had moved on to a new job, and Surface was expected to do the same in November -- but not, as it turns out, before his completing the hatchet job on Bryant. By his counseling letter to Bryant on Nov. 6, Surface has dutifully carried out Rogers' final solution to the Bryant Problem. With that quantum leap in the escalating harassment, Bryant had no choice but to "go public" -- and the rest will make legal and UFOlogical history.



In his petition's concluding remarks, Bryant noted:

"I of course don't relish being the 'A. Ernest Fitzgerald of the Army,' or the 'Karen Silkwood of the Pentagon' (an appellation I've inferred from Rogers' first confrontation with me back in 1983, when he reminded me of the mysterious demise of two C.I.A. agents) -- or the 'Sakharov of the United States.' Indeed, I wish to regard myself as neither hero nor martyr, but merely as a citizen convinced that this gross abuse of authority must be dealt with swiftly and decisively -- even if the resolution process cause me further distraction and discomfort. And I hope that from this petition you can readily comprehend the kind of mentality I've been up against. It goes like this: In government, there's only one thing worse than a whistleblower, and that's a person who, like Larry W. Bryant, insists on soliciting the testimony of whistleblowers."

#### RESUMING THE UFO (NEWS) PAPER CHASE

Now that the confrontation has turned from softball to hardball, what will Bryant be doing while his case makes the rounds toward eventual resolution? "For one thing," he said, "I'm renewing my effort to compel the Public Affairs Officer at Peterson AFB, Colo., to run my ad that he arbitrarily rejected several months ago. This ad, incidentally, already has been printed in the base newspaper at Bolling AFB, Washington, D.C." The ad happens to be based on the continuing research of Cincinnati resident Leonard H. Stringfield, whose published monograph on UFO crash-retrieval case histories serves as a basis for most of the ads Bryant has been creating.

When the Peterson officials ignored Bryant's appeal to withdraw their rejection, he proceeded to use the U. S. Freedom of Information Act to ferret whatever documentation might shed further light on this act of censorship. Once again, he was stymied -- this time by Peterson's assertion that to release the six records showing how the officials arrived at their censorship decision would reveal the Air Force's "predecisional deliberative process." Bryant, of course, filed an appeal of that denial, to no avail. Then he requested that the withheld records be released under terms of the U. S. Privacy Act, on the basis of his belief that "these records affect the status of my privacy as regards the identity of my employer" (referring to Peterson's Inspector General's earlier admission that he knew Bryant was an Army employee). That request now denied, and the

denial sustained on appeal, Bryant intends to file suit in Federal District Court to overturn the denial -- especially since he feels the requested records might have a direct bearing on the Army's conduct toward Bryant's UFO-research activities.

Here's how the Peterson/Bolling ad reads:

#### BLOW THE WHISTLE ON MILITARY MEDICINE'S UFO COVERUP

If you were one of "Dr. Anon.'s" colleagues/assistants during his autopsy of a crewmember retrieved from a crash-landed "flying saucer" some 30 years ago, we need your corroborative testimony to add to the evidence we've gathered thus far in our FOIA quest for the records of that autopsy. If you can lead us to the current whereabouts of the relevant photos, medical drawings, and clinical reports, we'll be able to file suit to compel their immediate, full release. The public has a right to know about these humanoid visitors, and the Government has the duty to tell. Now, at last, you can do your part to make that principle work. Write: CAUS . . . .

Some of Bryant's other unfinished business includes recent events at Headquarters, U. S. Army Military District of Washington, whose Public Affairs Office publishes the Pentagon's weekly Army newspaper, the Pentagram. In the past, whenever the Bolling Beam newspaper ran any of Bryant's UFO ads, they also automatically appeared that week in the Pentagram and the nearby Walter Reed Army Medical Center's paper (the Stripe) -- all three printed by the same commercial firm in Alexandria. But when Rogers learned of this practice (from a conversation with Bryant), he apparently instructed the MDW/Reed officials to cease running the ads -- since the latest two that subsequently ran in the Beam failed to appear in the Pentagram/Stripe. Realizing the intervention, Bryant, when he submitted the following ad in June (only to withdraw it, under pressure, in July), reminded the papers' printer of his obligation to run it in all three papers. The printing firm's ad saleswoman told Bryant that from now on all his proposed ads had to be screened for acceptability by both the Air Force and Army Public Affairs officials concerned:



# BREAKTHROUGH ON THE DIX-MCGUIRE UFO CONNECTION

Thanks to the conscience pangs of one of the principals involved, we now have a document confirming some of the events surrounding the slaying of a UFO occupant back in Jan. 1978 near Fort Dix/McGuire AFB, N.J. As we seek additional evidence on the incident -- such as the autopsy report and all intelligence evaluations -- we invite the testimony of other whistleblowers so we can compel a full Congressional inquiry. The public has a right to know all the details of this and of other hard-core UFO cases -- and the government has the duty to tell. Write: CAUS . . . .

## WHAT YOU CAN DO

If you're as angry as we are over this blatant effort to muzzle Bryant (and, indirectly, CAUS), we suggest you so notify your congressmen/senators. Send them a copy of this report, and ask them to have the appropriate Congressional committees look immediately into the matter and furnish you a full report of their findings.

In the meantime, circulate copies of this report to your friends, neighbors, and local news media. Enlist their support toward reform. And try to donate what you can to the Larry W. Bryant Defense Fund, in care of the American Civil Liberties Union of Virginia (112-A North 7th Street, Richmond, VA 23219).

# UFO sightings spark seminar

BEIJING. — More than 600 unidentified flying objects (UFOs) have been sighted in China in the past five years according to the country's first UFO seminar.

About 40 scientists attended the seminar in Dalian city and 40 papers were presented concerning UFO sightings in China.

Other papers looked at research methods for the study of UFOs and hypotheses concerning the nature of unidentified flying objects, the New China News Agency (NCNA) reported yesterday.

An agency report quoted a scholar as saying the first UFO picture in the world was taken in Tianjin city, south-east of Beijing 40 years ago.

China set up a UFO research society in 1981 and the society now has 20 000 members, many of whom are professors and scientists, NONA said.

31 AUG 1985  
NORTHERN TERRITORY  
NEWS

## One out of eight has seen a UFO

Wouldn't it be nice if we could write off the entire UFO issue as bunk?

In fact, wouldn't it be nice if we could write off all unexplained phenomena as bunk — we wouldn't have to worry and wonder about things we don't understand.

It would be nice ... and totally absurd.

As John Brent Musgrave, an Edmonton Ufologist, says in an article in *The Gazette* this week (see page A7, there have been too many sightings to write the issue off. People are seeing something.

Unfortunately, the UFO phenomenon has been tag-

ged with an association with extraterrestrials — that if you're talking UFOs you have to be talking about little green men in flying saucers.

As Musgrave explains, the sightings probably have several explanations, some of which may be more bizarre than little green men in flying saucers.

But, because the UFO phenomenon has been tagged as being extraterrestrial, the scientific community has ignored it, says Musgrave.

What do you think? Should the phenomenon receive greater study? And why do you think it hasn't? And do you think, as some do, that the governments already know some of the answers and aren't telling?

More importantly, do you have a story to tell? According to Gallup polls, as many as one out of eight Canadians have at one time or another witnessed an unusual object in the night sky which they could not identify. That means there are thousands of you in St. Albert.

If you have seen an unidentified flying object, call us at our News and Views Line at 459-2240.

We at *The Gazette* are interested in featuring more of these unexplained phenomena — particularly ghosts and the supernatural. If you have an opinion or a story to tell, please give us a call.

Your name doesn't have to go in print but we'll appreciate the information.





V.U.F.O.R.S.

# NEWS

## UFO sighting

A Belgrave woman is convinced a huge, round object she saw hovering above her home recently was a UFO.

Sue Walsh, 22, (right) saw the flat, disc-shaped craft with red, white and blue lights around the edges as she left her house to go to a Salamander party at about 8.50 pm.

"It was fairly low - below the clouds, and was



● Sue Walsh

moving across the sky the whole time," she said.

She said it was quite loud, and although moving swiftly sounded like it was idling.

Sue saw the object for about 60 seconds and is convinced it was not a conventional plane or helicopter.

Her brother Steven also witnessed the event, although only in its concluding stages.

He described the craft as "pretty impressive - larger than a 747."

Although he only saw it a distance, Steven

was sure it wasn't a commercial plane, but thought it could have possibly been a military one.

However he said he couldn't be sure as he didn't see it for very long.

Sue was quite shaken by her experience, and spent some time trying to contact the airport, the UFO Research Bureau, and various radio stations in case someone else had reported a similar sighting.

She said they weren't interested and "just shrugged it off".

Despite this, Sue remains convinced her sighting was genuine, and has been reading about past UFO incidents with much interest.

19Aug85  
Knox  
Sher-  
brooke  
News



Head Photo by Marge Christensen

HEADS CONFERENCE: Marge Christensen's in the spotlight today pay for trips, buy equipment and test reported UFO witnesses for medical symptoms from their own funds.

"Every time a Gallup poll has been taken the percentage of people who believe that UFOs are real has risen," she adds.

"People are telling incredibly similar experiences from every part of the country. Whatever this is we may or may not ever be able to comprehend it."

"But the next step is to study it. You don't have to have an answer. But you have to examine these things."

## UFO lands in Tasmania

WHILE A motorist watched astonished, a multicoloured UFO touched down for an apparent landing in northern Tasmania's Fingal Valley.

"I was driving through the valley at 1.45 one morning in early May," retired bank manager Don Ives said.

"Suddenly, through the drizzling rain, I spotted a circular craft with porthole-type lights of all colours. The thing definitely wasn't any kind of plane, helicopter or aircraft that I'd seen before.

"It was about half a kilometre away and seemed to be coming down to land. I stopped the car and got out to ensure I wasn't merely seeing the reflection from my headlights against the rain.

"But the UFO was still there, completely silent as it descended behind a hill. Even when it had vanished, I could still see the glow of its coloured lights radiating up into the darkness."

Next day, Don Ives rang the Civil Aviation Department which said there had been no other reports of unidentified aircraft.

Then he went to the site and found deep depressions in the ground.

"I've got absolutely no doubt something landed there," he said. "But what disturbed me most was the uncanny feelings the experience produced. For a while after seeing the object, I wasn't even sure I was on the right road.

"And now, with hindsight, I remember having had a powerful feeling in the morning that something strange was going to happen."

● UFOs often seem to "pre-announce" their appearances by sending psychic messages to the people who are about to see them. 29Jul 85 Pix People

HERALD, Boston, MA - Aug. 18, 1985 CR: B. Greenwood

## 300 UFOlogists unite in search for the truth

By STEVE PATTERSON

MARGE CHRISTENSEN of Beverly Hills, Calif., and John Schuessler, a top space shuttle technician, both of whom will be in Beverly today.

"A good number of our investigators are scientists. They're not people who appreciate being called flying saucer freaks or UFO buffs," Christensen adds.

They are also reluctant at times to identify themselves with their research, and MUFON's Vermont director says, "I was a closet UFOlogist for years."

"I've observed over 15 kinds of objects," says William Chapleau, a Rutland carpenter and chapter head whose UFO-tracking has taken him to witnesses ranging from Vermont farmers to a New Hampshire police sergeant.

"I was always worried about telling people that I believed in UFOs," adds Chapleau, who says he spotted his first flying object as a youth.

"That's part of what this week is about. We want to bring evidence out so we'll sort of eliminate this stigma."

MUFON is studying a subject ignored by official sources for decades, Christensen says, and the

group takes pains to keep its research exact.

"We try to avoid people who are curiosity seekers. Our investigators have to be trained in search," including astronomy, aerodynamics and witness-questioning.

The search to identify the UFO has pushed MUFON members to follow leads government agencies have officially ignored, and Christensen says, "I was a search from private sources."

"The official stand of the U.S. government is that UFOs don't exist," she explains. "However, what's being released through the Freedom of Information Act shows that nearly every government agency has been studying them."

"None of us wants any American secrets given out," says Chapleau.

"But if we're being visited by a potential enemy or someone who could be beneficial to us, it's our duty to let the public know."

The problem now is that UFOs are being studied by a group of volunteers with very little money. Everything is out of pocket, he adds, as researchers



# In search of UFOs —any clues?

Paul Norman caught a 30-second glimpse of a UFO 32 years ago — a massive, silver, cigar-shaped flying object — and he's been looking for it ever since.

At 69, the globe-trotting American investigator for the International Committee of UFO Research, is in Darwin this week and wants helpers in the Northern Territory.

Mr Norman, who retired in California nine years ago to take up the hunt for UFOs full time, has spoken to hundreds of witnesses and since seen another two flying objects in Victoria similar to his first sighting on that day in 1953.

"I was working as a power station superintendent in Tennessee and this thing, about 10 m in diameter, flew overhead, stopped for 30 seconds and then flew away," Mr Norman said.

Nearby in that same month, two airforce pilots and their plane disappeared without trace when they were sent in pursuit of a UFO.

"The base lost radio contact but the UFO and the plane stayed on the radar until they merged — then the whole lot disappeared from the screen," Mr Norman said.

No wreckage was found.

On October 21, 1978, solo pilot Frederick Valentich and his single-engined aircraft disappeared without trace over Bass Strait after he reported another 'flying cigar' — metallic-like, shiny and with a green light.

Mr Norman has photographs taken 20 minutes before on a nearby beach of a large dark object, fitting much the same description given, flying from the water into the air, at a speed later estimated at 320 km/h.

## Recruit

"It was one of 20 such cases of planes being taken in the past 20 years," he said.

Now Mr Norman often spends up to six months a year in Australia and is trying to recruit researchers beyond the 400 members of the UFO research society in Victoria, where he sighted the other two 'cigars'.

Early one morning in 1980, a farmer in Gippsland, Victoria, who was awoken by the noise of disturbed cattle and galloping

By RICK FENELEY

horses, walked outside to see something flying low and fast over his water tank.

He saw a bell-shaped UFO, about 5 m high, with port holes, a white top, mainly orange and with a black "tube-like" base. It left a 10 metre ring on the ground when it took off before the bemused farmer could approach.

His 450,000-litre water tank was left almost empty.

"UFO's often go to water," Mr Norman said.

He said he had spoken to people — many of their cases well documented — who had seen humanoids, usually midget-sized and, in one case, with slanted eyes and two holes in their faces in place of a nose.



In Tasmania in 1959 a group of 37 people watched a flying craft hover above them with four humanoids on top of it.

But Mr Norman has no desire to make contact with the aliens.

"People who have made contact have blacked out and become nervous wrecks," he said.

If you've seen any UFOs, contact Mr Norman through Hotel Darwin reception.



Mr Norman with his file of evidence — but is he being watched?

16 AUG 1985 NORTHERN TERRITORY NEWS

## 1986 MEETING CALENDER

3 March 86	Society Meeting *
2 June 86	" "
1 Sept 86	" "
1 Dec 86	" "

### "PLEASE NOTE THE DATES"

All the meeting will be held at the ROYAL SOCIETY BUILDING, 9 VICTORIA ST, MELBOURNE, (Melway Map 1B N4 )

" ALL WELCOME "

\*\*\*\*\*



# Flight 19: 40 years on the mystery remains

THE COURIER-MAIL — 5

## Features

WEDNESDAY, DECEMBER 11, 1985

**T**HE last months of 1945 were a carefree time in South Florida. World War II was over and no one thought of America's next battleground.

The machinery of war, suddenly without purpose, was shutting down. The Miami Naval Air Station at Opa-locka was phased out and many of its pilots were transferred up the coast to the navy base where Fort Lauderdale-Hollywood International Airport now stands.

Lt. Charles C. Taylor, a brash combat veteran of the South Pacific who liked to tell friends that he once had acted in a Hollywood western, was one of those pilots.

Forty years ago last week, two weeks after Taylor arrived in Fort Lauderdale as a senior flight instructor, he and 13 others flew off into what has endured as one of aviation's greatest mysteries.

It was about 2 p.m. Ben Hogan was on the back nine in the opening round of the 22nd Miami Open golf tournament. Eddie Bracken and Veronica Lake were about to debut in *Hold That Blonde* at the Olympia theatre in downtown Miami.

Taylor, 28, was the squadron leader for five Avenger torpedo bombers that thundered east down the runway at Fort Lauderdale that day. Their mission: to make a routine navigational hop over the northern Bahamas.

Something went wrong. The bombers, and the 14 men aboard, vanished without a trace.

No one knows what happened to the squadron, called Flight 19 — or what happened, hours later, to a huge Navy seaplane bomber with a crew of 13 that disappeared at the start of a massive search-and-rescue operation.

Time and imagination, however, have been fertile ground for theories to explain the enigmas. The Bermuda Triangle, the product of a writer's mind many years later, was invented and used to conjure up time warps, UFOs and new dimensions that became the stuff of paperback legend.

Lost in the legend, however, are the memories of the men who disappeared that day.

"Today this whole incident is treated as mostly entertainment. It's in the movies and the books," said former Navy Lt. Willard L. Stoll, a flight instructor who heard one of Taylor's last radio transmissions.

"But too many people got killed for it to be a fun thing," said Stoll, who now lives in Monroe, Michigan. "It was too close to home to be entertaining to me. I still remember it well. You never get over it."

**The disappearance in December, 1945 of five United States Navy planes over the Bermuda Triangle remains one of aviation's greatest mysteries.**  
**DAN CHRISTENSEN in Miami reports.**

Bill Brewer, 66, another of Taylor's Navy pilot buddies, went on to be a federal administrative law judge in Mobile, Alabama. He said: "I think about old Charlie a lot. He was the best natural aviator I ever saw. I found it hard to believe. I always thought he was indestructible."

Georgia Taylor Lowe, Taylor's sister, has had her grief tempered by the years. More enduring is her dismay at the persistence of wild theories about what happened to him.

"That has always bothered us," said Mrs. Lowe, 70, who lives outside Corpus Christi, Texas, where she and her brother were raised.

"This spook business is for the birds," said Whitney Lowe, her husband of 43 years.

The dark-blue Navy TBM Avengers that disappeared on December 5, 1945, the largest single-engine planes ever built, had proved extremely reliable during World War II. While based at Fort Lauderdale, each had a painted code number that began with the prefix FT. Taylor's plane was FT-28.

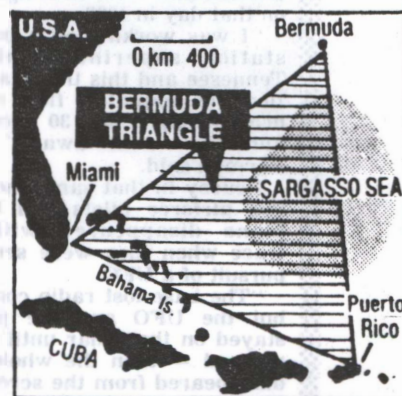
Flight 19 was to have been the final check-out mission for four pilots. Nine other men, serving as gunners or radio-men, were also aboard, but a 15th who was supposed to have gone along had a hangover and didn't go.

The training exercise was called Navy Navigation Problem Number One. To be successful, the pilots had to use dead reckoning to complete a triangular journey that would take them 124 km due

east to Great Stirrup Cay, then about 135 km north across Grand Bahama Island to Great Sale Cay and then home to Fort Lauderdale.

Stoll, now 63, was the leader that day of Flight 18, a squadron of Avengers that was flying the same route about 30 minutes in front of Taylor.

"The weather was OK. There were some clouds, but the sun was showing through. The wind was kicking up, but I had flown in much worse," recalled Stoll, an aeronautical engineer.



"The last I heard from him, we were on the last leg and I was chewing out one of my students for making a turn too fast," Stoll said. "Taylor was gibing me a little bit, I guess, and he cut in on the radio and said, 'Do your briefing in the ready room.'"

The first hint that something was wrong was heard at 3.40 p.m. by another Navy pilot flying with a different group of students near Fort Lauderdale. Later, Stoll would estimate Taylor must then have just finished dropping practice bombs over a small group of islands called the Hen and Chickens on the first leg of the flight.

"Both my compasses are out and I'm trying to find Fort Lauderdale, Florida."

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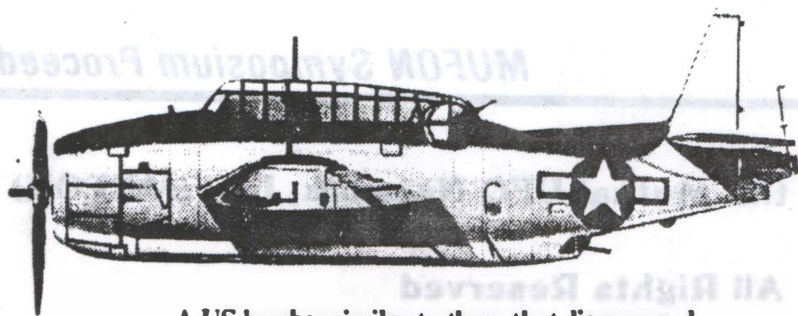
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A US bomber similar to those that disappeared.

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"Both my compasses are out and I'm trying to find Fort Lauderdale, Florida,"

Taylor said, according to Lt. Robert Cox who testified later at a Naval Board of Investigation. "I'm over land, but it's broken. I'm sure I'm in the Keys, but I don't know how far down and I don't know how to get to Fort Lauderdale."

Exactly why Taylor thought he was in the Keys remains the one true mystery of Flight 19. But his response to his belief, heading the flight toward the north-east in hopes of returning to the Florida mainland, inadvertently led his students further out to sea.

"I knew he wasn't in the Keys or I couldn't have heard him," said Stoll. "He had to be just a few miles away."

Base photographer Evans, who later took part in the search effort, recalled that hopes were initially high that survivors would be found. "When we heard what happened, our hearts dropped, but I was told that it looked like we would have some survivors so I was to get my camera to take pictures. I shot out to the flight line, but one officer came down and told me, 'We don't have anything yet', and told me to hang around."

Before darkness fell, a radio station at the nearby Port Everglades Air Sea Rescue did make some two-way contact with Flight 19 and tried to get Taylor to turn

around. He did briefly, but later monitoring of the scattered and fading radio transmissions showed he once again headed to the north-east, Poole said.

After the sun set at 5.29 p.m., orders were given that every Navy facility along the Florida coast turn up their lights. By 8 p.m., when the planes would have run out of fuel, it was obvious the move had failed.

A search plane was never sent aloft from Fort Lauderdale while the planes were still known to be in the air.

Shortly after 7 p.m., two Martin Mariner seaplanes were dispatched from Banana River Naval Air Station, now Patrick Air Force base near Cape Canaveral, to join a search that was to eventually include about 200 planes and a dozen ships. By 8.30 p.m., one of them was missing off New Smyrna Beach.

The crew of a ship in the area later reported seeing a mid-air explosion at the spot where the search plane disappeared from radar screens. They also found an oil slick, but no wreckage or bodies were ever found.

Four days of searching found not so much as a life jacket and, months later, a Navy Board of Inquiry was convened.

The board's only surviving member is retired Capt. Richard Roberts of Birmingham, Alabama.

"We all came to the same conclusion," said Roberts, 71. "The lead plane had some equipment failure, got lost and went around in circles. It was a real tragedy."

Forty years later, those involved have resigned themselves to never knowing the full story.



## FOREIGN NEWS

GAZETTE, St. Albert, Alberta, Canada - Feb. 13, 1985

# UFOs — are they of this world?

By SCOTT MCKEEN  
Gazette Staff Writer

They came from the southeast, two brilliant orange globes darting across the clear September sky.

The moon was full that night in 1954 when James Johnston of Morinville saw the UFO. He was travelling with a friend in a 1932 Ford Coupe along a road two miles west of Altondale.

It was about 7:30 in the evening when the two men first caught a glimpse of it and they stopped the car at a crossroads to get a better look.

Johnston (not his real name) said later the objects were about 40 feet away, about 12 feet off the ground and hovering. They appeared to be spinning at tremendous speeds and they wobbled, not making a sound.

After 35 or 40 seconds the globes accelerated away, retracing the path they approached by. The men were frightened and after telling a friend — who didn't believe them — they observed three more objects in the distance dipping and diving in the night sky.

Johnston said later he was certain they weren't parachute flares. He also said prior to the sighting he had observed meteors and comets but this was much different.

Whatever the orange globes were, the sighting moved James Johnston enough that 23 years later he called a Ufologist to tell his story. The story now sits in a file cabinet in the home of John Brent Musgrave, an Edmonton man who has spent the last 32 years investigating the UFO phenomena.

Musgrave is not a cliché, off-the-wall UFO eccentric. He doesn't believe, or maybe more precisely, doesn't want to believe in extraterrestrials, or ET's.

He has other theories to explain the phenomena, some of them as bizarre or more bizarre than ET's, or "critters" as Musgrave likes to refer to them.

He is working on a PhD thesis right now, one which compares present day UFO cases to witchcraft in Medieval and Renaissance times.

Musgrave is the first one to admit he doesn't have all the answers, but after talking to people like James Johnston of Morinville, he is convinced people are seeing something.

STARS AND STRIPES, Washington, DC - Aug. 19, 1985 CR: R. Reid

## Plane allegedly buzzed by missile

ROME (AP) — The Italian Air Safety Board opened an investigation Saturday into claims that a Greek Boeing 707 was skimmed by a military missile while flying over the Swiss-Italian border.

The investigation follows an emergency message Thursday to air traffic controllers in Milan from Olympic Airways Capt. Christos Stanulis, who said his airplane had come within 300 feet of colliding with an

object that looked like a guided missile.

Seventy people were on board the jet, which was flying from Zurich, Switzerland, to Athens.

The Italian Defense Ministry said Saturday that the unidentified flying object could not have been a guided missile.

In a statement, the Italian Defense Ministry said the aircraft was flying at 27,000 feet outside Italian airspace at the time of

the alleged sighting.

There were no Italian or NATO military exercises taking place in the area, nor were there any unusual signals on radar screens, said the statement.

But a Greek Civil Aviation spokesman, who declined to be named, said the projectile could have been a "remote control rocket."

The Greek Civil Aviation Authority will also investigate the incident, he said.





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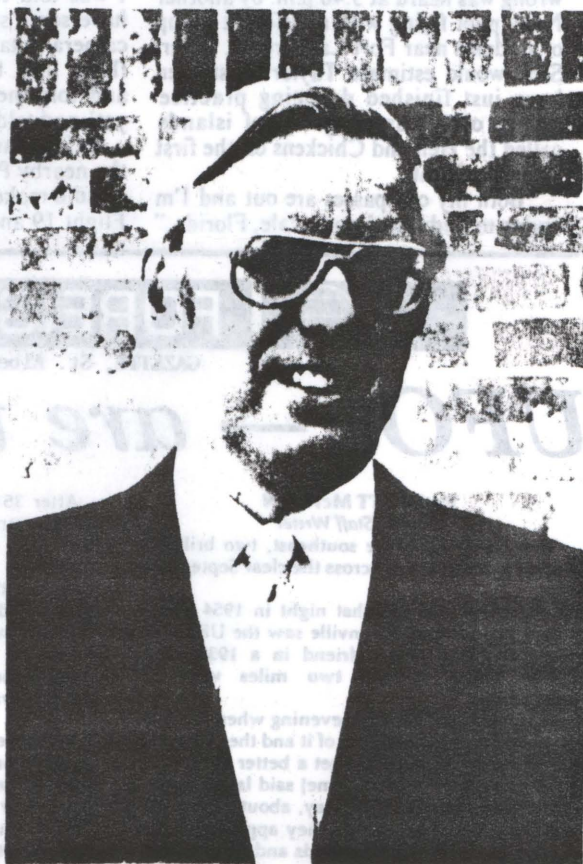
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**John F. Schuessler, M.S.**

A founding member of the Mutual UFO Network, Inc., Mr. Schuessler is presently the Deputy Director for Administration, a Consultant in Astronautics and a member of the Board of Directors of MUFON. As a staff member, he has written numerous articles for SKYLOOK and The MUFON UFO JOURNAL since 1967. John has been a featured speaker at MUFON symposiums at Peoria, IL in 1970, Quincy, IL in 1972, Kansas City, MO in 1973, and Clear Lake City, TX in 1980. He is an associate for the Center for UFO Studies (CUFOS) and serves on their Scientific Board of Consultants. John is a special consultant to the Aerial Phenomena Research Organization (APRO). He is the current president of Vehicle Internal Systems Investigative Team (VISIT) and a member of their Board of Directors. Mr. Schuessler is a founding member and past president of the UFO Study Group of Greater St. Louis.



Mr. Schuessler is employed by McDonnell Douglas in the capacity of Project Manager for Space Shuttle Flight Operations. He is a member of the American Institute of Aeronautics and Astronautics (AIAA) and a board member of the McDonnell Douglas Management Club where he also serves as their newsletter editor. John is a consultant to the Houston Area Universities in the NASA Student Experiment Get Away Special (GAS) Program. He is a member of the World Future Society.

In connection with the Cash-Landrum Radiation Case, John appeared on the nationally televised ABC-TV program "That's Incredible" and the NBC-TV program "Good Morning America" with Betty Cash, Vickie Landrum, and Colby Landrum. John's wife Kathy has illustrated several UFO cases in watercolor. His mailing address is P.O. Box 58485, Houston, TX 77258.



## **RADIATION SICKNESS CAUSED BY UFOs**

**John F. Schuessler, M.S.**

### **ABSTRACT**

Throughout modern history UFOs have been blamed for numerous types of injuries to humans and animals. Most of these cases have been inadequately investigated because of pre-determined opinions about the existence of UFOs held by doctors, investigators, writers, and military people. The Cash-Landrum case is representative of a number of past cases, with one main exception - the victims have allowed a select team to delve into the details of the incident. The result is a well-documented record of injuries sustained by the victims; injuries that could have been caused by exposure to a radiation source.

### **INTRODUCTION**

October 24, 1887: Venezuelan family exposed to a brightly lit unidentified flying object (UFO) and suffered burns, vomiting, hair loss, and extensive swelling. (Reference 1)

May 20, 1967: Canadian prospector Stephen Michalak encountered a landed UFO and suffered burns, nausea, vomiting, swelling and an extended illness. (Reference 2)

October 3, 1973: Missouri truck driver exposed to an extremely bright UFO, blinded for days, and had vision impairment for a year. (Reference 3)

These and hundreds of similar incidents indicate that UFOs are seriously affecting people. How can these people be helped? What can we learn about UFOs by studying these human effects?

A small team of engineers, scientists, and medical specialists have formed Project VISIT (Vehicle Internal Systems Investigative Team), to be a clearinghouse for all UFO incidents involving medical injury or alleged entry into a UFO. VISIT members collect and analyze data on the physical effects of UFOs on people. This scientific and medical data is then examined to discover the probable mechanisms of the UFO. (Reference 4)

### **THE LATEST INCIDENT**

The latest entry into the VISIT data base occurred on December 29, 1980, when three Texans encountered a UFO and suffered severe medical consequences. Betty Cash (age 51), Vickie Landrum (age 57), and Vickie's grandson Colby Landrum (age 7), were driving home to Dayton, Texas, on the Cleveland-Huffman road just north of Lake Houston. It was nine o'clock at night and the road was deserted. The first indication of something unusual was the presence of a very intense light several miles ahead just above the pine trees. Betty remarked about the unusual brightness, but temporarily lost sight of it due to the many trees along the road. (References 5 and 6)

Suddenly, hovering over the road only a short distance ahead was an enormous diamond-shaped object. Vickie said "it was like a diamond of fire." The glow was so intense they could barely stand to look at it. Vickie at first thought it was the fulfillment of biblical prophecy and expected Jesus to come out of the fire in the sky.

In addition to lighting the whole area like daytime the UFO periodically belched flames downward. Fearing they would be burned alive Betty stopped the 1980 Oldsmobile Cutlass without leaving the road. They all got out of the car to get a better look at the UFO. Colby was terrified and dived back into the car, begging his grandma to get back in, too. Vickie did and comforted Colby.



Betty stood momentarily by the driver's door and then walked forward to the front of the car. After much pleading by Vickie, Betty finally returned to the car. The door handle was so hot she used her leather coat as a hotpad to open the door. Although the winter night air had been about 40°F the heat from the UFO caused the witnesses to sweat and feel so uncomfortable that they turned on the car's air conditioner.

Each time the object would shoot flames downward it would rise. As the flames stopped it would drop in altitude. The intense glow, however, never changed. In addition, the threesome heard an irregular beeping sound throughout the sighting.

Finally, the flames stopped, the object rose to the southwest, and was lost from sight. Vickie and Colby commented that several helicopters could be seen above and beyond the UFO. Vickie said with relief, "we're safe and we're sound, but I'm burning and it's so hot."

Betty was directly exposed to the object 5 to 10 minutes, Vickie 3 to 5 minutes, and Colby only a minute or so. As Betty raced homeward she turned right on FM 2100. Five minutes had lapsed and just ahead was the UFO and a large number of helicopters. Betty said "the sky was full of helicopters." Some were near the object and others lagged behind. She feared the helicopters would collide. They were dazzled as they counted more than 20 helicopters. Vickie said "the helicopter roar was like a tornado."

They sped onward towards home, turning on to the Huffman-Eastgate road, then to FM 1960. By this time the object had been in sight, climbing into the night sky, for another five minutes. On FM 1960 the threesome were going away from the UFO, but could still observe it as a diminishing bright light for two or three more minutes.

#### UNUSUAL MEDICAL EFFECTS

Betty dropped Vickie and Colby in Dayton and arrived home at 9:50 PM, where her friend Wilma was waiting. Vickie said as she left the car, "my head hurts, I'm sick." Betty felt even worse. In addition to a terrible headache and nausea, her neck began to swell and red blotches appeared on her face and head.

December 29th was a turning point in the lives of Betty and Vickie. Betty, an unusually energetic woman, had plans to open a new restaurant. The sickness that followed ruined those plans. For the next four days Betty's health degraded. Her eyes swelled closed, the red blotches became blisters of clear fluid, and she was weak with diarrhea and nausea. The headaches never ceased. Because Betty was unable to function, Vickie was afraid she would die and set out to locate her doctor.

After a number of telephone calls a doctor instructed Vickie to take Betty to the hospital emergency room where the staff received and treated her as a burn patient. Over the next several days Betty lost patches of skin on her face and about fifty percent of her hair fell out. (References 7 and 8)

After 12 days in the hospital Betty went home, even though she had shown little improvement. Her condition again degraded to the point where she returned to the hospital for 15 more days. During the weeks that followed the incident Vickie treated herself and Colby with baby oil to stop the burning of their faces. Their stomach pains and diarrhea stopped after a couple of weeks, but their eyes are apparently permanently damaged and treatment continues. Colby had nightmares for weeks and was extremely frightened by bright lights in the night sky or by helicopters anytime.



## SUMMARY OF THE MEDICAL EFFECTS

<b>Colby</b>	Erythema (reddening of the skin) Eyes swollen and watery Stomach pains Diarrhea Anorexia (loss of appetite) Some weight loss Increase in tooth cavities
<b>Vickie</b>	Erythema Photophthalmia (eyes swollen, watery, and painful) Vision greatly diminished

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Figure 3 Betty Cash, after being released from Parkway Hospital in Houston, Texas



Figure 4 Betty Cash, back of head showing approximately 50% loss of hair



Stomach pains  
 Diarrhea  
 Anorexia  
 Ulceration on the arms, resulting in scarring and loss of  
 pigmentation  
 Karatin affected resulting in fingernail damage  
 Hair loss  
 Hair regrowth of a different texture

Betty Erythema  
 Acute photophthalmia (eyes swollen closed, painful, watery)  
 Vision impaired  
 Stomach pains  
 Vomiting, diarrhea  
 Anorexia  
 Loss of energy, lethargy  
 Scarring and loss of skin pigmentation  
 Excessive hair loss  
 Hair regrowth of a different texture

#### KNOWN RADIATION EFFECTS

The electromagnetic spectrum is divided into groups according to wavelengths. X-rays and gamma rays have very short wavelengths; ultraviolet radiation, visible light and infrared have increasingly longer wavelengths. Since the regions overlap, an exposed person may suffer effects of more than one region -- x-ray and ultraviolet for example. (Reference 9)

Exposure to ultraviolet radiation can produce photophobia, photophthalmia (arc-eye), edema of the eyelids and erythema of the skin. Exposure to gamma and x-radiation can provide a strong general weakness, anorexia, nausea, vomiting, apathy, severe headache, sleeplessness, and dizziness. (References 10 and 11)

The symptoms provide a clue to the type of radiation exposure. The degree of illness depends upon the type and energy of the radiation, the dose, amount of exposure, and a number of other variables. However, there is no type of radiation that is not potentially dangerous to the eye. Certainly most of the listed symptoms can be found in the Cash/Landrum incident.

#### THE HELICOPTERS

All the witnesses were interrogated separately for information about the helicopters. They all agreed there were at least 20. Illumination from the glowing object clearly showed details of the helicopters even though the night was dark and the moon was in the third quarter. At least two different helicopter models were present, but they referred also to the one large thing amidst the helicopters.

Through use of helicopter identification charts one model was

clearly identified as the Boeing CH-47 Chinook. Another was identified as being similar to the Bell Huey model, but not positively identified as such.

Each of the witnesses not only identified the shape and main characteristics of the Chinook, they also pointed out details such as the wheels, lighting pattern and sounds.

Contact with the Houston Intercontinental Airport FAA representative provided the following: (Reference 12)

350-400 helicopters operate commercially in the Houston area.

All are single rotor types. (No Chinooks)

Helicopter traffic flies Visual Flight Rules (VFR), consequently they do not contact the tower.

Beyond 15 miles from the airport they must stay below 1800 feet.

The Houston radar is limited to 2000-2200 feet altitude around Lake Houston due to the location of the antenna.

...to be continued next edition!